



Request for City Council Committee Action From the Department of Public Works

Date: June 5, 2012

To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Subject: **Intercity Regional Trail Master Plan and Layout Approval**

Recommendation:

- A. Approve a resolution supporting the Intercity Regional Trail Master Plan prepared by Three Rivers Park District.
- B. Approve the attached layout for the Minneapolis portion of the Intercity Trail.
- C. Authorize proper city officials to execute a cooperative agreement (contingent on City Attorney review) with Three Rivers Park District to construct a trail within city right-of-way and with the Minneapolis Park and Recreation Board to operate and maintain the trail.

Previous Directives:

None

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Approved by:

Steven A. Kotke, P.E., City Engineer, Director of Public Works

Presenters: Donald Pflaum, Transportation Planner 673-2129
Kelly Grissman, Three Rivers Park District

Reviews:

Permanent Review Committee (PRC):	Not Applicable
Civil Rights Affirmative Action Plan:	Not Applicable
Policy Review Group (PRG):	Not Applicable

Financial Impact:

Action is within current department budget

Community Impact:

Neighborhood Notification: NA

City Goals: Supports City Transportation Goals

Comprehensive Plan: Supports Comprehensive Plan Goals

Zoning Code: NA

Background/Supporting Information

The Intercity Regional Trail is a 7-mile long bicycling and walking trail from the Old Cedar Bridge in Bloomington to Lake Nokomis in Minneapolis. There are connections to the Mall of America and to the Target/Home Depot shopping area in Richfield. The project is a partnership between Three Rivers Park District, the City of Bloomington, the City of Richfield, the City of Minneapolis, the Minneapolis Park and Recreation Board, Hennepin County, the Metropolitan Airports Commission (MAC), and the Minnesota Department of Transportation (MnDOT).

In 2010, Three Rivers Park District was awarded \$5.5 million in federal SAFETEA-LU Surface Transportation Program (STP) funding from the Metropolitan Council Regional Solicitation to complete this project. Three Rivers Park District is providing the 20% local construction match and is paying for the design and engineering work. The total project cost is \$8.79 million. State and regional grant funding will be pursued to supplement Three Rivers Park District's contribution. The project is currently programmed for construction in 2014 with final design beginning in mid-2012. Three Rivers Park District will take the lead on the design and construction of the project. The Minneapolis Park and Recreation Board (MPRB) will operate and maintain the trail once completed.

Intercity Regional Trail Master Plan

Three Rivers Park District completes a Trail Master Plan for all proposed regional trail facilities. As part of the Master Plan process, several alignment options and cross sections are considered. In addition, a public process is set forth, trail use is estimated, trail standards defined, and operations and maintenance requirements established.

Approximately 183,000 people per year (500 people per day) are expected to use this facility. These estimates are based on statewide and regional trends and based on counts conducted on other trail facilities throughout the city. Three Rivers Park District will seek Regional Trail status from the Metropolitan Council for this facility upon approval of the Master Plan. If successful, this trail will be part of the Metropolitan Regional Parks System and it will be eligible for regional operations and maintenance funding.

Early in the process, three options were examined in the Minneapolis segment of the project. Alignment Alternative A (the selected route) connects the TH-62 Bloomington Avenue Bridge to Lake Nokomis via the west side of the Cedar Avenue Frontage Road. Alignment Alternative B connects the TH-62 Bloomington Avenue Bridge to Lake Nokomis via Solomon Park, 16th Avenue, and Nokomis Lane. This option was dismissed due to wetland impacts, MPRB opposition, and loss of residential on-street parking. Alignment Alternative C connects the TH-62 Bloomington Avenue Bridge to Lake Nokomis via the Cedar Avenue Frontage Road, a bridge over Cedar Avenue, and major ramps on both sides of Cedar Avenue. While several sub-alternatives were examined (including the study of a new pedestrian bridge or keeping the existing bridge), Alignment Alternative C was dismissed due to higher costs and the desire to keep a flat trail surface. Alignment Alternative A was selected because of its direct connectivity to Lake Nokomis, its cost effectiveness, and the opportunity to improve safety in the area. Attachment #1 shows the various alignment options and the selected route for the Minneapolis segment. Members of the Bicycle Advisory Committee and elected officials were consulted as the alignment options were debated. Attachment #2 is a resolution of support for the project, which has been requested by Three Rivers Park District.

A public meeting to discuss the project details was held on February 21st, 2012. Potential alignments and cross-sections were presented to the public. After considering comments from the open house, the Intercity Regional Trail Master Plan was published in March 2012. The 45-day public comment period for the document concluded on May 1st 2012. Attachment #4 summarizes the number and type of comments received by the public.

The Minneapolis Park and Recreation Board (MPRB) will sand/salt, sweep, and plow this facility. They will also be responsible for mowing the trail clear zones, trash pickup, erosion repair, pavement striping, sign replacement, and pavement restoration.

A copy of the Intercity Regional Trail Master Plan can be found at the following website:
<http://www.threeriversparks.org/about/planning-and-construction/planning-projects/current-initiatives/intercity-rt-mp.aspx>

Project Layout

Several cross-sections were evaluated as part of a public process to come up with one preferred cross-section for each project segment. Based on staff input, input received from adjacent property owners, input from Bicycle Advisory Committee Members, and input received from the public, the following cross-sections are being recommended for layout approval (see Attachment #3):

Cedar Avenue (Lake Nokomis Parkway to Edgewater Boulevard)

A new 14-foot multi-use trail is recommended along the west side of Cedar Avenue between Lake Nokomis Parkway and Edgewater Boulevard. No roadway geometric or striping changes are recommended in this segment.

Cedar Avenue Frontage Road (Edgewater Boulevard to East 58th Street)

It is recommended that a southbound one-way street with parking on the west side of the Cedar Avenue Frontage Road be pursued. The cross-section includes a 22-foot wide roadway with a 5-foot 7-inch boulevard, a 10-foot bicycle trail, a 4-foot green-space between the trail and sidewalk, a 6-foot sidewalk, and an 8-foot green-space next to the property line. This option allows for bicycle and pedestrian separation and an allee of trees. New bump-outs will be installed at the intersection of Cedar Avenue and Edgewater Boulevard. Based on public input at the open house it is recommended that enough roadway width on Edgewater Boulevard (between the bump-outs) be preserved to allow for concurrent eastbound left-turn and right-turn movements at the intersection.

The easterly curb line remains when the street is narrowed. The existing roadway surface will not be reconstructed between the pedestrian bridge and East 58th Street. The roadway connection between Cedar Avenue and the Cedar Avenue Frontage Road will be reconstructed and skewed to allow for safer traffic movements and to create more space behind the curb.

East 58th Street (Cedar Avenue to 18th Avenue South)

It is recommended that the street be narrowed to 24 feet to allow for a 5-foot 7-inch boulevard and a 12-foot multi-use trail (with a 2-foot clear zone). The southerly roadway edge will not change. The northerly curb line will move south and the existing roadway surface will not be reconstructed.

East 60th Street (Bloomington Avenue to East 58th Street)

It is recommended that a 12-foot multi-use trail be installed on the north side of East 60th Street between Bloomington Avenue and East 58th Street separated from the roadway corridor by a 10-foot grass boulevard. The trail will be placed on Metropolitan Airport Commission property that is currently being managed by the Minneapolis Park and Recreation Board.

East 60th Street (Bloomington Avenue to East 58th Street)

The sidewalk on the eastern side of the bridge will be widened to facilitate a multi-use trail. Attachment #3 shows the project layout for the preferred alignment. No private property acquisition will be needed with the recommended project layout. Upon layout approval, survey and design work will commence once a design consultant has been selected by Three Rivers Park District. Public Works will continue to be an active partner in this project as plans are

developed and as construction activities take place. Efforts will be made to reduce construction impacts to residents and to minimize the time needed to make the improvements.

Cooperative Agreement

Executing a cooperative agreement between the City of Minneapolis, Three Rivers Park District, and the Minneapolis Park and Recreation Board (MPRB) will allow for Three Rivers Park District to construct the trail on City of Minneapolis right-of-way along the Cedar Avenue Frontage Road and along East 58th Street. The agreement will also define that the Minneapolis Park and Recreation Board will be responsible for routine and long-term maintenance along the trail.

Attachment #1 – Maps of Project
Attachment #2 – Resolution of Support
Attachment #3 – Project Layout
Attachment #4 – Public Comments Summary
Attachment #5 – Presentation